



## Clarification on the Final Draft 2015-16 AHSC Guidelines

---

Please note the following four (4) clarifications regarding the Final Draft 2015-16 AHSC Guidelines, (Item #8, December 17, 2015 Strategic Growth Council meeting).

Any changes to the Final Draft Guidelines are noted in red.

### 1. Corrected Point Allocation for Water, Energy and Greening Scoring Criteria

#### Section 107: Application Selection Criteria

##### (c) Water, Energy and Greening

##### (1) Urban Greening

Up to ~~4 points~~ **3 points** will be given to Projects that incorporate urban greening as follows:

- (A) ~~3 points~~ **2 points** for Projects that incorporated Urban Greening, including native California vegetation or drought tolerant plants, trees and bioswales along an active transportation route, transit corridor, open space, or park, including at least two years of initial maintenance for establishment.
- (B) **1 point** for Projects that incorporate low-impact design green infrastructure elements which meet or exceed California's "Model Water Efficient Landscape Ordinance" (as adopted per Executive Order B-29-15) for local landscaping codes and standards in effect at the time of landscape permit application, that:
  - (i) increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, onsite storm water capture, and;
  - (ii) limit the portion of landscapes that can be covered in turf.

### 2. Corrected Citation for State Relocation Assistance Law

#### Section 107: Application Selection Criteria

##### (i) Anti-Displacement Strategies

NOTE: All applicants are required to comply with threshold requirements related to anti-displacement and no net loss of affordable units as set forth in ~~Section 106(a)(14)(C)(ii)~~ **Sections 106(a)(15)(D)(i) and 106(a)(15)(A) and (B)** 106(a)(B)(i) as well as consistency with State Relocation Assistance Law as outlined in Section 106(a)(12).

### 3. Clarified Definition for “Bus Rapid Transit” & “High Quality Transit”

#### Appendix A: Definitions

**“Bus Rapid Transit” (BRT)** means a rubber-tired form of rapid transit in an integrated system of facilities, equipment, services, and amenities that exceed the speed and reliability of regular bus service. BRT **usually** includes use of **dedicated** right-of way, including busways, exclusive lanes, and bypass/queue jumping lanes for buses at congested intersections to reduce vehicle running time and typically includes a combination of the following additional features: (1) center of road alignment, mixed-traffic prohibitive intersection treatments; (2) use of more limited-stop service including express service and skip-stopping; (3) application of **Intelligent Transportation Systems** (ITS) technology such as signal priority, automatic vehicle location systems, system security, and customer information; (4) platform level boarding and off-board fare collection.

**“High Quality Transit”** means a **Qualifying Transit** line with high frequencies AND permanent infrastructure as follows:

- (1) Frequency: High Quality Transit must have **Peak Period** headway frequency of every 15 minutes or less and service seven days a week.
- (2) Permanent Infrastructure: High Quality Transit must operate on a railway or be **transit service** with **Bus Rapid Transit features** that either fully or partially operates on a dedicated bus-only lane, or uses High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes.

### 4. Clarification on Sustainable Transportation Infrastructure investment in ICP and RIPA

The \$500,000 minimum award amount for ICP and RIPA projects is for a combination of the two required components of an ICP or RIPA application – not just for the STI component.

Please note this is a threshold level of investment. In order to receive maximum points for Housing and Transportation Collaboration (Section 107 item (e)), designates 3 possible points for projects that include a minimum of \$500,000 in funding for both STI AND affordable housing components. This language has been clarified in the Guidelines:

#### Section 107: Application Selection Criteria

##### (e) Housing and Transportation Collaboration

- (2) 3 Points for applications which represent a coordinated housing and transportation investment demonstrated by a request of AHSC funds of at least \$500,000 for an **Affordable Housing Development** and/or **Housing Related Infrastructure** project AND at least \$500,000 for Sustainable Transportation Infrastructure eligible uses.